



July 13, 2022

TABLE 1: BOARD ADOPTED POSITIONS

Bill	Subject	Status	Adopted Position
<p><u>AB 455</u> (Wicks D) Bay Bridge Fast Forward Program.</p>	<p>As amended, AB 455 was approved by the Senate Transportation Committee on a, 11-1 vote.</p> <p>AB 455 requires Caltrans, no later than July 1, 2024, in consultation with MTC, BATA, relevant transit operators, and relevant local transportation agencies, to establish speed and reliability performance targets for buses traveling through the Bay Bridge corridor.</p> <p>The bill also requires Caltrans to establish an online reporting process to publicly share bus speed and reliability performance results, and to submit a report to the Legislature that identifies a strategy for achieving the bus speed and reliability performance targets in the Bay Bridge corridor.</p>	<p>SENATE APPR Suspense File</p>	<p>SUPPORT</p>
<p><u>AB 1389</u> (Reyes D) Alternative and Renewable Fuel and Vehicle Technology Program.</p>	<p>AB 1389 makes various changes to the Alternative and Renewable Fuel and Vehicle Technology Program, also known as the Clean Transportation Program (CTP).</p>	<p>SENATE FLOOR – Inactive File</p>	<p>WATCH</p>
<p><u>AB 1401</u> (Friedman D) Residential and commercial development: parking requirements.</p>	<p>While the intent remains the same the structure of AB 1401 has changed. As amended, AB 1401 prohibits local governments in counties with a population of 600,000 or more from imposing or enforcing a minimum automobile parking requirement for residential, commercial, and other developments if the parcel is located within one-half mile walking distance of a “major transit stop.”</p>	<p>SENATE APPR – Suspense File - DEAD</p>	<p>SUPPORT</p>

Bill	Subject	Status	Adopted Position
	In counties with a population less than 600,000, any city within that county with a population of 75,000 or more is also prohibited from imposing parking minimums on development within one-quarter mile of a major transit stop.		
<p>AB 1919 (Holden D) Transportation: free student transit passes.</p>	<p>As amended, AB 1919 creates a five-year Youth Transit Pass Pilot Program to provide grants to transit agencies to create or expand free fare transit programs for college and K-12 students.</p> <p>Contingent upon funds being appropriated the bill would allow transit operators to apply to Caltrans for funds to create or expand existing free fare programs. The funds would be awarded based on the operator's proportional share fare box revenues based on the 2018-19 fiscal year. The bill also stipulates that an educational institution may not participate if the receipt of the funds would invalidate an existing free fare funding program.</p> <p>AB 1919 directs Caltrans to submit a report by January 1, 2027, that will be prepared in consultation with transit operators on the outcome of the program.</p>	SENATE APPR	SUPPORT
<p>AB 1938 (Friedman D) Transit and Intercity Rail Recovery Task Force.</p>	<p>AB 1938 was recently gutted and amended to now allow local governments to round down to the nearest 5 miles per hour increment based on the 85th percentile speed survey.</p> <p>Previously, AB 1938 proposed to create the Transit Recovery Task Force. The Task Force would be comprised of representatives from the University of California, local governments, MPOs, transit operators, labor, bike and pedestrian groups, and transportation advocacy groups.</p>	SENATE APPROP	WATCH Prior version
<p>AB 1944 (Lee D) Local government: open and public meetings.</p>	<p>AB 1944 remains in the Senate Committee on Governance & Finance, and is unlikely to move forward this year. The Committee has concerns about the significant flexibility granted the members of local legislative bodies to participate remotely.</p>	SENATE GOV & F DEAD	SUPPORT IF AMENDED

Bill	Subject	Status	Adopted Position
	<p>The Committee did approve AB 2449 (Rubio), which is similar, but this bill requires at least a majority of the governing board participate at a single location.</p> <p>AB 1944 would allow members of legislative body to continue to participate in a Brown Act meeting remotely, and if from a non-public location the member is not required to disclose the address. In addition, AB 1944 requires the governing body if it chooses to allow for remote participation of its members, to also provide video streaming and offer public comment via video or phone.</p>		
<p><u>AB 1993</u> (Wicks D) Employment: COVID-19 vaccination requirements.</p>	<p><i>Assemblywoman Wicks has announced that she does not plan to move this measure forward.</i></p> <p>AB 1993 would require an employer to require each of their employees or independent contractors that is eligible to receive the COVID-19 vaccine to demonstrate that they have been vaccinated against COVID-19. Employees or independent contractors that have been deemed ineligible to receive the vaccine for either medical or religious reasons are exempted from the bill.</p>	<p>ASSEMBLY L & E DEAD</p>	<p>WATCH</p>
<p><u>AB 2097</u> (Friedman D) Residential and commercial development: remodeling, renovations, and additions: parking requirements.</p>	<p>AB 2097 would prohibit public agencies from enforcing minimum automobile parking requirements for residential, commercial, and other developments if the parcel is located within one-half mile walking distance of either a “high quality transit corridor” or a “major transit stop.”</p> <ul style="list-style-type: none"> • “Major transit stop” includes an existing rail or BRT station, ferry terminal, or the intersection of two or more bus routes with peak commute period headways of 15 minutes or less. • “High-quality transit corridor” includes a corridor with fixed route bus service with peak commute headways of less than 15 minutes. <p>If a development voluntarily includes parking a local entity may require spaces for car share</p>	<p>SENATE APPR</p>	<p>SUPPORT</p>

Bill	Subject	Status	Adopted Position
	<p>vehicles, require the spaces to be shared with the public, or require owners of parking spaces to charge for parking.</p> <p>AB 2097 was amended to add population thresholds to the bill. The thresholds would limit the bill only to those counties with a population of 600,000 or more. It would also apply to any city with a population over 75,000 but is in a county with less than 600,000. All other areas may adopt the limits in the bill.</p>		
<p><u>AB 2147</u> (Ting D) Pedestrians.</p>	<p>AB 2147 amends existing law to direct a peace officer shall not stop a pedestrian for a violation involving an illegal crossing the street unless a reasonably careful person would realize there is an immediate danger of a collision with a moving vehicle or other device moving exclusively by human power.</p>	SENATE APPR	WATCH
<p><u>AB 2237</u> (Friedman D) Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.</p>	<p>AB 2237 remains in the Senate Transportation Committee and the author has decided to not move this bill forward.</p> <p>This bill would require regional transportation planning agencies (RTPA) to include in its regional transportation improvement program projects to be funded in whole or in part that are consistent with its most recently prepared sustainable communities strategy and the state's climate goals.</p>	SENATE TRANS DEAD	WATCH
<p><u>AB 2336</u> (Friedman D) Vehicles: Speed Safety System Pilot Program.</p>	<p>AB 2336 would establish a five-year pilot program to give local transportation authorities in the Cities of San Jose, Oakland, Los Angeles, Glendale, Palm Springs, and the City and County of San Francisco the authority to install speed safety systems. AB 2336 would implement one of the recommendations from the Vision Zero Task Force report.</p> <p>AB 2336 would allow the placement of a speed safety system in school zones, and on streets with the highest injuries and fatalities, or on</p>	ASSEMBLY APPR.— Held on Suspense DEAD	SUPPORT

Bill	Subject	Status	Adopted Position
	street determined to have a high number of vehicle speed exhibitions. In addition, the speed safety system may not continue if after 18 months the percentage of violations has not dropped by 25%. The bill contains other significant public education and signage requirements as well as privacy protections.		
<p><u>AB 2441</u> (Kalra D) Public employment: local public transit agencies: new technologies.</p>	<p>AB 2441 requires a public transit employer to notify labor representatives of its intention to begin, or substantive progress toward initiating, any procurement process or plan to acquire or deploy any new vehicle technology for public transit services, not less than 12 months before commencing the process, plan, or deployment. The required notification shall apply to any new vehicle technology for services, including automated vehicles, that eliminate job functions or jobs of the workforce to which the new vehicle technology will apply.</p>	<p>SENATE FLOOR</p>	<p>WATCH</p>
<p><u>AB 2357</u> (Ting D) Surplus land.</p>	<p>AB 2357 remains in the Senate Governance & Finance Committee and will not move forward this year.</p> <p>This bill makes several changes intended to improve the process under the Surplus Lands Act (SLA). Assemblyman Ting has championed legislation in the past to increase the use of surplus locally owned land for affordable housing development. Past efforts have raised concerns with AC Transit regarding the impact past proposal would have on property owned for future expansion.</p>	<p>SENATE GOV & F</p> <p>DEAD</p>	<p>WATCH</p>
<p><u>AB 2449</u> (Rubio, Blanca D) Open meetings: local agencies: teleconferences.</p>	<p>This bill would authorize the use of teleconferencing without noticing and making available to the public teleconferencing locations if a quorum of the members of the legislative body participates in person from a singular location that is noticed and open to the public and require the legislative body to offer public comment via video or phone.</p>	<p>SENATE APPR</p>	<p>WATCH</p>

Bill	Subject	Status	Adopted Position
<p><u>AB 2622</u> (Mullin D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>AB 2622 would extend the exemption from the state portion of the sales tax the purchase zero emission transit vehicles. This bill is sponsored by the California Transit Association and would extend the sunset date on the sales tax exemption from January 1, 2024, to January 1, 2026.</p>	<p>SENATE APPR</p>	<p>SUPPORT</p>
<p><u>ACA 1</u> (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>Identical to last session’s proposal, ACA 1 would lower the voter threshold for property tax increases, parcel taxes and sales taxes to 55% if the funds are used for affordable housing and infrastructure projects. This includes capital improvements to transit and streets and highways.</p> <p>However, ACA 1 does not allow for the 55% local measure to use the tax revenue for transit operations.</p>	<p>ASSEMBLY LOC GOV</p>	<p>SUPPORT</p>
<p><u>SB 18</u> (Skinner D) Green hydrogen.</p>	<p>SB 18 requires CARB to develop plans for the hydrogen industry in California.</p> <ul style="list-style-type: none"> • By 2023 incorporate hydrogen production in its scoping plan and in consultation with the Workforce Development Board (WDB) identify the role of hydrogen, and particularly the role of “green hydrogen,” in helping to achieve the state’s existing climate goals. • By June 1, 2023, in consultation with the California Energy Commission (CEC) the California Public Utilities Commission (CPUC), and the WBD prepare and place on its website policy recommendations and strategies regarding production and uses of hydrogen and, in particular, green hydrogen. • By June 1, 2023, in conjunction with CEC and CPUC, to jointly develop recommendations to the Legislature on definitions of distinct categories of 	<p>ASSEMBLY APPR – Suspense File</p>	<p>SUPPORT</p>

Bill	Subject	Status	Adopted Position
	hydrogen and provide guidance to the Legislature on which categories of hydrogen may be used to meet eligibility requirements for various state programs.		
SB 551 (Stern D) California Electric Vehicle Authority.	<p>As amended SB 551 would create the Zero Emission Vehicle Authority within the Governor’s Office of Business and Economic Development.</p> <p>The amendments make the bill technology neutral and equally promote the use of both battery electric and fuel cell technologies. The goal of SB 551 is to create state coordinator of transportation electrification and zero-emission goods movement efforts to be the lead entity to remove barriers and accelerate progress towards the state’s ZEV goals.</p>	ASSEMBLY APPR – Suspense File	SUPPORT
SB 726 (Gonzalez D) Alternative fuel and vehicle technologies: Sustainable Transportation Strategy.	<p>SB 726 requires CARB and the CEC to develop by January 1, 2024, a sustainable transportation strategy. The purpose of the strategy is to identify plans, actions and required funding needed to meet California’s GHG reduction and criteria pollutant reduction goals in a cost effective and efficient manner.</p> <p>The bill also specifies that Clean Transportation Program (CTP) shall give funding priority to medium- and heavy-duty vehicle infrastructure, research, demonstration, and deployment projects, as permitted by federal law. The CEC required to expend at least 50% of the CTP funds for projects that benefit low-income and disadvantaged communities.</p>	ASSEMBLY FLOOR Inactive File	WATCH
SB 878 (Skinner D) School transportation.	<p>SB 878 would create a program to provide home-to-school transportation to all students. The bill is sponsored by the California School Employees Association.</p> <p>SB 878 was amended to address issues raised by AC Transit with respect to licensing requirements and to include a definition of “supplementary transit service.”</p>	ASSEMBLY APPR	SUPPORT & SEEK AMENDS

Bill	Subject	Status	Adopted Position
	<p>Discussions continue on amendments to clarify the licensing requirements for public transit operators when transporting students with developmental disabilities.</p> <p>Under this bill school agencies that do not provide transportation services are directed to work with parents, teachers, transit operators, and air districts and others on developing a transportation plan that ensures all students have free transportation to school. Funding for this program is dependent on a budget appropriation, and the allocation formula is not specified but would be based on a per mile reimbursement.</p>		
<p>SB 917 (Becker D) Seamless Transit Transformation Act.</p>	<p>SB 917 directs MTC to work with transit operators to develop the Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive regional transit wayfinding system, and establish an open-source real-time transit information system.</p> <p>Recent amendments address some of the concerns expressed by Bay Area operators with respect to the time deadlines, and concerns regarding the integrated fare plan requirements. However, additional amendments are needed with respect to transit governing board approval of the integrated fare plan, and the need to secure funding to implement the plan.</p> <p>Based on the recent amendments, the Assembly Transportation Committee approved SB 917, and it now moves to the Appropriations Committee.</p>	ASSEMBLY APPR	SUPPORT IF AMENDED

Bill	Subject	Status	Adopted Position
<p><u>SB 922</u> (Wiener D) California Environmental Quality Act: exemptions: transportation-related projects.</p>	<p>SB 922 expands the application of the California Environmental Quality Act (CEQA) exemptions for various transportation-related projects and sunsets those exemptions on January 1, 2030.</p> <p>Specifically, the bill makes the following changes:</p> <ul style="list-style-type: none"> • Exempts from CEQA, until January 1, 2030, active transportation plans and pedestrian plans, if the lead agency holds noticed public hearings • For the SB 288 projects, this bill extends the January 1, 2023, sunset until 2030, but these projects shall not add infrastructure or striping that increases automobile capacity. • Expands the type of transit prioritization projects. 	ASSEMBLY FLOOR	SUPPORT
<p><u>SB 942</u> (Newman D) Low Carbon Transit Operations Program: free or reduced fare transit program.</p>	<p>SB 946 would allow transit agencies who use Low Carbon Transit Operations Program (LCTOP) moneys to fund free or reduced fare transit programs to continue using those moneys for ongoing operating costs. It further eliminates the requirements to annually demonstrate greenhouse gas (GHG) emission reductions and document other program details when using LCTOP funds for transit passes.</p>	ASSEMBLY APPR	SUPPORT
<p><u>SB 1075</u> (Skinner D) Hydrogen: green hydrogen: emissions of greenhouse gases.</p>	<p>SB 1075 would create the California Clean Hydrogen Hub Fund, administered by I-Bank to provide grants for clean hydrogen projects using funds appropriated by the Legislature.</p> <p>The bill also requires the California Air Resources Board (CARB) and the California Energy Commission (CEC) to analyze options for using hydrogen as part of decarbonization strategies, and adds renewable hydrogen electric generation facilities to the list of renewable energy resources eligible for the California Renewable Portfolio Standard (RPS).</p> <p>SB 1075 aims to establish a statutory framework to enable California to compete for</p>	ASSEMBLY APPR	SUPPORT

Bill	Subject	Status	Adopted Position
	federal infrastructure funding, in particular the \$8 billion that the IJA allocated to the Regional Clean Hydrogen Hub Program.		
SB 1100 (Cortese D) Open meetings: orderly conduct.	SB 1100 would authorize the removal of an individual from a public meeting who is “willfully interrupting” the meeting after a warning and a request to stop their behavior. “Willfully interrupting” is defined as intentionally engaging in behavior during a meeting of a legislative body that substantially impairs or renders infeasible the orderly conduct of the meeting in accordance with law.	ASSEMBLY FLOOR	WATCH
SB 1121 (Gonzalez D) State and local transportation system: needs assessment.	SB 1121 would require the California Transportation Commission (CTC) to biennially develop a needs assessment of the cost to operate, maintain, and provide for the future growth and resiliency of the state and local transportation system. The bill defines “state and local transportation system” to include public transit systems, including operations, as well as bicycle and pedestrian facilities. The CTC would also be required to consult with transit operators, transportation planning agencies, and local governments in developing the assessment.	ASSEMBLY APPR	SUPPORT
SB 1161 (Min D) Transit districts: street harassment initiatives.	SB 1161 would require the top ten public transit operators to develop and implement a plan to reduce the street harassment experienced by its riders, as specified, and to consider the safety concerns and needs of riders impacted by street harassment when planning, designing, and operating their systems. Requires transit operators to collect survey data for the purpose of informing the plan. Requires outreach activities, as specified, for both collecting survey data and developing and implementing the plan.	ASSEMBLY APPR	SUPPORT
SB 1230 (Limón D) Zero-emission	SB 1230 has been significantly amended to remove the area of concern expressed by AC	ASSEMBLY APPR	WATCH

Bill	Subject	Status	Adopted Position
<p>and near-zero-emission vehicle incentive programs: requirements.</p>	<p>Transit regarding the use of mobility options to purchase transit passes.</p> <p>As amended the bill removes the requirement that the mobility options, which allows funds to be used for purchasing transit passes among other options, must be applied to the other vehicle incentive programs. It was determined that applying this requirement to the other programs was not feasible because the other incentive programs provided financing assistance or purchase rebates.</p> <p>As amended SB 1230 directs CARB to do the following:</p> <p>Requires ARB to create a single unified education and application portal that enables an applicant for an incentive from the Clean Cars 4 All, the California Vehicle Rebate Program, and the California Vehicle Assistance Program to access information about the program and to submit one application for all of the programs.</p> <p>Requires, on or before July 1, 2024, CARB, where feasible, to adopt revisions to the requirements of zero-emission and near-zero-emission vehicle incentive programs to ensure both of the following:</p> <ul style="list-style-type: none"> • An opportunity to become prequalified for an incentive and that the incentive is guaranteed to the applicant before the applicant purchases a vehicle, mobility option, or other item or service for which the incentive is provided. • An application that is submitted through the portal is approved or denied within 24 hours of submission of the application. 		